

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
CHANDLER, AZ CHANDLER MUNI (CHD)	HS 1	Rwy 22R may be used as an alternate taxi route.
GLENDAL, AZ GLENDAL MUNI (GEU)	HS 1	Aircraft exiting rwy will enter Twy A to the ramp.
GRAND CANYON, AZ GRAND CANYON NTL PARK (GCN)	HS 1	Twy A and Twy B at the Rwy 21 end.
LAS VEGAS, NV HENDERSON EXEC (HND)	HS 1	Twy H, Twy G, and Rwy 17R.
	HS 2	Twy E and ramp area. High volume of traffic.
LAS VEGAS, NV HARRY REID INTL (LAS)	HS 1	Rwy 01R-19L and Rwy 01L-19R, Twy U.
	HS 2	Rwy 01R-19L and Rwy 01L-19R, Twy Y.
	HS 3	Wrong rwy departure risk. Aircraft departing Rwy 08L are sometime confused with Rwy 01L. Verify rwy heading and alignment with proper rwy prior to departure.
LAS VEGAS, NV NORTH LAS VEGAS (VGT)	HS 1	Rwy hold lines at Twy G and Twy F in close proximity to edge of large paved area.
	HS 2	Rwy 12R, Twy G.
	HS 3	Rwy 12R, Twy A and Twy B.
	HS 4	Rwy 12L, Twy A.
MINDEN, NV MINDEN-TAHOE (MEV)	HS 1	Complex int.
	HS 2	Frequent crossings for sailplane operations.
OGDEN, UT OGDEN-HINCKLEY (OGD)	HS 1	Confusing twy int in close proximity to rwy.
PHOENIX, AZ PHOENIX DEER VALLEY (DVT)	HS 1	Inadvertent Rwy 07R-25L crossings from Twy B5.
	HS 2	Inadvertent Rwy 07R-25L crossings from Twy B9.
PHOENIX, AZ PHOENIX SKY HARBOR INTL (PHX)	HS 1	Pilots sometimes mistake Twy F for Rwy 07L or Rwy 07R.
	HS 2	Pilots sometimes cross Rwy 07L-25R at Twy F8, Twy F9, or Twy F10, without authorization.
	HS 3	Aircraft taxiing from southern ramps have turned onto Rwy 25L when given instructions to cross Rwy 25L at Twy H3.
PRESCOTT, AZ PRESCOTT RGNL - ERNEST A LOVE FLD (PRC)	HS 1	Not visible from the twr.
	HS 2	Complex int.
	HS 3	Frequent rwy crossings.

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

HOT SPOTS  
(CONTINUED)

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
PROVO, UT PROVO MUNI (PVU)	HS 1	Twy A and Twy A4 close proximity to ramp and rwy.
RENO, NV RENO/TAHOE INTL (RNO)	HS 1	Pilots confuse Rwy 16L and Rwy 16R on apch and Rwy 34L mistaken for Rwy 34R. Rwy 34R thr is 2,000 feet offset to the North.
	HS 2	Twy C, ramp twy, and Rwy 16L-34R.
SALT LAKE CITY, UT SALT LAKE CITY INTL (SLC)	HS 1	Wrong Rwy Departure Risk. Hold lines for Rwy 32 and Rwy 35 are at the same location at Twy K1 and Twy M with short taxi distance to either rwy.
	HS 2	High risk of Rwy incursion at Rwy 14-32 on Twy Q due to short taxi distance between rwy.
	HS 3	Twy A4 or Twy A5 at Twy A or Twy B mistakenly enter Rwy 16R-34L.
TUCSON, AZ RYAN FLD (RYN)	HS 1	Rwy 33 and Rwy 06R, Twy B.
TUCSON, AZ TUCSON INTL (TUS)	HS 1	Rwy 29R and Rwy 29L.
	HS 2	Rwy 11L and Rwy 11R apch areas.

\*See appropriate Chart Supplement HOT SPOT table for additional information.